

Request for City Council Committee Action From the Department of Public Works

Date: July 29, 2003

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Referral to: Honorable Barb Johnson, Chair Ways & Means Committee Subject: 3 Recommendations for the Richfield Road Project:

1) Final Layout Approval,

2) Enter into a Cooperative Agreement, and

3) Resolution Holding State of Minnesota Harmless

Recommendation:

1. Approve final layout #2, reconstruction of West 39th Street from Sheridan Avenue South to Richfield Road and Richfield Road from West 39th Street to West 36th Street.

- 2. Authorization to enter into an agreement with the Minnesota Department of Transportation for Phase I Archeology and Architectural Survey along West 39th Street from Sheridan Avenue South to Richfield Road and Richfield Road from West 39th Street to West 36th Street.
- 3. Passage of the accompanying Resolution holding harmless the State of Minnesota from actions that may arise from granting of a variance that would permit the reconstruction of West 39th Street between Sheridan Avenue South and Richfield Road and Richfield Road between West 39th Street and West 36th Street with a horizontal curve design speeds of 26 mph rather than the 30 mph required by the Rules.

Previous Directives:

- August 2001 Community Development (Resolution 2001R-371) Committee recommends
 that the proper City officers be authorized to submit a series of applications for federal
 Transportation Equity Action the 21st Century (TEA –21) funds passed through the state for
 the projects as listed below in the amounts indicated, and that the local funds be committed
 per federal requirement to support the approved TEA-21 projects.
- December 2002 W&M (Resolution 2002R-476) Adopting the 2003 2007 Five Year Capital Program.
- March 25, 2003 T&PW (Resolution 2003R-123) Approval of layout #1, passage and summary publication of resolution for acceptance of Park Board consent to build a public street on Park Board property, and authorize staff to negotiate with private property owners to require easements if necessary.
- April 22, 2003 T&PW (Resolution 2003R-190) Directing the City Engineer to proceed with a formal request for a variance from State Aid for a horizontal curve on Richfield Road at the intersection of West 39th Street.

Prepared by: Lisa Cerney, Engineering Services, 673-3061

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Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Lisa Cerney, P.E., Project Engineer, Engineering Services

Meseret Wolana, Project Engineer, Engineering Services

Financial Impact (Check those that apply)	
X No financial impact - or - Action is within current (If checked, go directly to Background/Supporti	
Action requires an appropriation increase to the Action requires an appropriation increase to the Action provides increased revenue for appropria Action requires use of contingency or reserves Other financial impact (Explain):	Operating Budget
Request provided to the Budget Office when pro	vided to the Committee Coordinator

Background/Supporting Information:

Richfield Road is a Municipal State Aid (MSA 201) Route designated in 1996 as part of a jurisdiction roadway exchange with Hennepin County. Previous to this exchange, this roadway was a parkway and a County State Aid Highway. Because this roadway was under numerous agencies' jurisdiction that often lacked maintenance funds, it was not maintained. The winter of 1996-1997 was severe and caused significant break up of the Richfield Road/East Lake Calhoun Boulevard from William Berry Parkway to W. 36th Street. Public Works (Street Maintenance) have received many requests from citizens to repair this roadway. In addition, The Minneapolis Park Board has requested that the Department of Public Works repair this segment of roadway because it forms an integral link in their Park system of roads. The existing roadway carries two traffic lanes with one lane (16 ft) each direction and no parking lanes. The segment is 0.58 miles with existing ADT of 7,600 and a future ADT of 8,000 on West 39th Street and Richfield Road between Sheridan Avenue South and William Berry Parkway and an existing ADT of 13,100 and a future ADT estimated at 14,500 on Richfield Road between William Berry Parkway and West 36th Street. The roadway was last constructed in 1962. The curb and gutter is either broken or non-existing. The roadway itself has many potholes and cracks and storm drain is undersized or not present. It is essential to construct this roadway because it is a highly traveled commuter route and an important link from the Chain of Lakes to downtown Minneapolis.

1) Layout Approval

This layout went to the neighborhood July 16th. (Please see attached layout). We discussed the project goals to improve the road condition and other infrastructure and incorporate the Bicycle Master Plan. We walked through the scope of work which includes removing the existing roadway, new storm drain facilities, upgrading traffic signals and a new roadway surface. The proposed roadway will carry two way vehicle traffic (one lane in each direction). There is also the addition of a two-way bike lane (one lane each direction) between William Berry Parkway and West 36th Street. In addition, we shared the funding, schedule, Metro Transit discussed bus operations and Park Board gave an overview from the Park perspective. The group approved the layout.

2) Authorization to enter into an agreement with the Minnesota Department of Transportation for Phase I Archeology and Architectural Survey:

Reconstruction of West 39th Street between Sheridan Avenue South and Richfield Road and Richfield Road between West 39th Street and West 36th Street is scheduled for construction in 2004 and is being coordinated with Minnesota Department of Transportation.

This project is funded with 80% federal money. All work will be performed in compliance with the Secretary of the Interior's standards and guidelines for Archeological and Historic Preservation Activities, State Historic Preservation Office (SHPO) guidelines for Archeological Projects in Minnesota.

The Minnesota Department of Transportation has contracted with URS Corporation to perform the following tasks:

- 1. Phase I Archeological Survey within the project construction limits and in the construction yard.
- 2. Phase I Architectural History Survey of structures in the construction yard.
- 3. Effects analysis on the following properties
 - The National Register of Historic Places (NRHP) listed Como-Harriet Streetcar line. The NRHP-eligible Grand Rounds system and any parks associated with the Grand Rounds within the architectural history Area of Potential Effect (APE)
- 4. Assessment of effects of a potential temporary detour and or material storage on parking lots, Calhoun Parkway and Sheridan Avenue.

The Minnesota Department of Transportation will fund 80% of the total contract amount of \$15,734.87 (up to \$12,587.90) and City must provide the remaining 20% (up to \$3,146.97). Funding for the City's portion is taken in consideration in the current budget which is:

Federal	\$2	2,005,231
Municipal State Aid (MSA)	\$1	,226,446
Net Debt Bond (NDB)	\$	175,271
Assessment (ASSB)	\$	35,695

Total \$3,442,643

3) Passage of the accompanying Resolution holding harmless the State of Minnesota from actions that may arise from granting of a variance:

The Public Works Department requests the City Council to adopt a resolution that indemnifies, saves and hold harmless the State of Minnesota from any action arising out of the reconstruction of West 39th Street and Richfield Road in any manner than is in accordance with Minnesota Rule 8820.9936 which requires a 30 mph speed rather than the horizontal curve designed at 26 mph between station 12+48.46 to station 14+55.53 as asked in the variance.

On May 2, 2003 Council passed a resolution (2003R-190) which directed the City Engineer to formally request a variance from Minnesota Rules Chapter 8820.9936 to permit construction of Richfield Road at the intersection of West 39th Street less than the design standard of 30 mph which is required by the Rules.

In response to that direction we have submitted and received conditional approval of that variance by the Commissioner of Transportation. As a condition of granting this Variance the State requires City Council to adopt a standard form resolution with "hold harmless" language. (See attached letter from Minnesota Department of Transportation)

Attachments:

Attachment 1: Final Layout

Attachment 2: Reguest for Variance – SAP 141-201-02 Letter from MNDOT

Cc: Council Member Barret Lane, Ward 13 Council Member Dan Niziolek, Ward 10